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THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF EDUCATION

ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL SCHOOL

FOR THE

YEAR ENDING NOVEMBER 30, 1937



MASSACHUSETTS NAUTICAL SCHOOL
100 NASHUA STREET, BOSTON

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF EDUCATION

JAMES G. REARDON, *Commissioner of Education*

COMMISSIONERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

100 NASHUA STREET, BOSTON

CLARENCE E. PERKINS, *Chairman*

THEODORE L. STORER

WALTER K. QUEEN

WILLIAM H. DIMICK, *Secretary*

REPORT OF THE COMMISSIONERS

To the Commissioner of Education:

The Commissioners of the Massachusetts Nautical School have the honor to submit their report for the year ending November 30, 1937, the forty-sixth annual report.

SCHOOL CALENDAR, 1937

Spring entrance examinations	April 1, 2, 3
Spring graduation	April 6
Winter term ended	April 6
New class reported	April 21
Summer term commenced	May 4
"Nantucket" sailed from Boston	May 15
"Nantucket" arrived at Boston	September 21
Autumn entrance examinations	September 23, 24, 25
Autumn graduation	September 28
Summer term ended	September 28
New class reported	October 14
Winter term commenced	October 25

A MARITIME STATE

In a monograph issued by the marine committee of the Tercentenary Commission, in 1930, entitled "Massachusetts on the Sea," it was stated that Massachusetts is "the premier maritime Commonwealth of the United States."

The supremacy of Massachusetts on the sea is due in large measure to the fact that the early colonists were descended from a seafaring race. The men who landed at Plymouth and at other points along the Massachusetts coast had the salt of the sea in their veins, and this seafaring instinct has been handed down from generation to generation. This sympathetic interest in the sea and ships is not limited to any section of the State, but is found from Cape Cod to the Berkshire Hills.

The geographical position of Massachusetts, with its 750 miles of coast line, has had its effect upon the habits of the people. A young man born and brought up within sight of the ocean naturally turns to the sea. Mr. Henry C. Kittredge in his volume "Shipmasters of Cape Cod," writes as follows:—"No man can live month after month, and year after year, with the sea at his very door, its surf

pounding in his ears in winter, and its sunny surface dancing before his eyes in summer, without at last accepting its invitation,—or taking up its challenge.”

The building and operation of ships have been most important industries of the State. From the time the first vessel was built in Medford in 1631, to the outbreak of the Civil War, sea going vessels were being constructed at various points along the coast, especially at Newburyport, Gloucester, Salem, Medford, Boston, Quincy and New Bedford. It is recorded that forty-five years after the first vessel was built in Massachusetts, citizens of the State owned 430 ships ranging in size from 30 to 250 tons. The shipping industry continues to be one of the major industries of the Commonwealth.

The work of the Massachusetts Nautical School during the past forty years in training and educating young men to be competent deck and engineer officers has done much to promote and maintain the maritime interests of the state and nation.

PREPARES FOR SEA SERVICE

The Massachusetts Nautical School, established in 1891, prepares young men between the ages of seventeen and twenty years for service as deck and engineer officers in the American merchant marine. The work of the school is conducted on board the Schoolship “Nantucket” berthed during the winter months at the Navy Yard, Charlestown. The summer months are occupied with a European cruise.

The course of study lasts two years; in the first year of the course instruction is given in both seamanship and marine engineering. At the close of the first year, the class is divided into Seamanship and Engineer branches according to the aptitude of the cadet for one branch or the other.

Applicants must be residents of Massachusetts and parents must be residents of the State and citizens of the country. Admission to the school is by competitive examination. Entrance examinations are held twice a year, usually the latter part of March and the latter part of September. A deposit of \$300 is required upon entering the school, and an additional deposit of \$150 at the beginning of the second year of the course. Fifty dollars of the amount deposited is returned to the cadet upon graduation.

Seamanship graduates are eligible for examination for a third officer's certificate, and engineer graduates are eligible for a third assistant engineer's certificate. The graduates have had little difficulty in obtaining employment on board American ships.

THE WORK OF THE YEAR

Upon completion of each summer cruise, the Schoolship “Nantucket” is berthed at the Navy Yard, Charlestown, and preparations are made for the winter term, including the construction of a house over the spar deck transforming the ship into a combined schoolhouse and ship. Classes are held on board the ship and in a building at the Yard.

Before leaving on the annual cruise, the “Nantucket” was thoroughly overhauled by the Navy Department at an expense of \$15,823. A new radio direction finder was installed.

THE CRUISE

The ship made the regular practise cruise in the north-Atlantic and European waters visiting the ports of Gloucester, Washington, Norfolk, Ponta Delgada, Southampton, Amsterdam, Rouen, Funchal, Bermuda, New Bedford, Fall River and Mattapoisett. Gibraltar was omitted from the itinerary on account of the war in Spain. The total mileage was 10,424. The ship proceeding under sail alone whenever possible, sailed 2200 miles, or about one-fifth of the mileage in this manner. Lifeboat drills were held on May 21, 22, June 4, 7, 8, 11, 14, 17, 24, July 7, 14, 26, 27, 29, 30, and on August 17 and 18. An interesting feature of the cruise was the opportunity given the cadets to visit the Exposition at Paris.

AMENDMENT TO SEAMAN'S ACT

Early in the year, it was learned that Section 13 of the Amendment to the Seaman's Act, approved June 25, 1936, was interpreted by the Bureau of Marine Inspection and Navigation to require the graduates of the State nautical schools to have twelve months service at sea after graduation, before being rated as able seaman. In order to remedy this injustice to the State Nautical School graduates, the following bill was introduced in the Senate by Senator David I. Walsh on March 11, at the suggestion of the Commissioners:

"To provide that graduates of approved school ships may be rated as able seamen upon graduation:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 13 of the Act entitled 'An Act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea,' approved March 4, 1915, as amended, is amended by striking out 'after twelve months' service at sea after graduation' and inserting in lieu thereof 'upon graduation in good standing from said school ships.' "

The bill was passed by Congress, and approved by the President on May 22.

The citizens of the Commonwealth, and especially those who are interested in the work of the Massachusetts Nautical School and the welfare of its graduates, are indebted to Senator Walsh and Hon. John W. McCormack for their prompt and effective work in securing the passage of this remedial legislation, and the Commissioners desire to express their earnest appreciation of their hearty interest and cooperation at all times.

MISCELLANEOUS ITEMS

The number of withdrawals during the year was the smallest in the history of the school. The one cadet who left the school was withdrawn for the purpose of taking a course in Naval Architecture in the Webb Institute of New York.

Since the school was established, many graduates have performed noteworthy work in saving life or property at sea. On November 13, 1937, Graduate Lloyd MacLean of Fall River, third officer on board the tank steamer "Swiftsure," had a part in the rescue of six greatly exhausted sailors adrift in an open boat. The sailors were from the Greek freighter "Chandris" which foundered off Diamond Shoals Lightship during a violent storm. Graduate MacLean was in charge of the bridge at the time of the rescue.

The thanks of the Commissioners are extended to Mr. N. Sivertsen, a former instructor in the school, for the generous gift of a very fine model of the Schoolship "Nantucket," and a glass case. Mr. Sivertsen, who made the model, was retired from the State employ three years ago upon reaching the retirement age of seventy years. Made on a scale of 1/8 inch to a foot, the model is two feet and a half over all.

The Division of University Extension, Massachusetts Department of Education, has recently added to its schedule a course preparing applicants for the Massachusetts Nautical School entrance examinations.

GRADUATES OF THE SCHOOL IN 1937

The following is a list of the sixty graduates of 1937, the names of their home towns, and their first employment:

Name	Residence	Vessel	Service
Philip M. Arrigo, Jr.	East Boston	At sea	United Fruit Co.
Roger H. Banner	Segreganset	S. S. West Selene	American Republic Lines
Walter E. Beateay	Lexington	S. S. Steel Navigator	Isthmian Line
Frederick W. Bowden	New Bedford	S. S. Aruba	Standard Oil Co.
John R. Cain	Quincy	At sea	Isthmian Line
Gustav B. Carlson	Newton	S. S. Chinchua	Grace Line
John Clayton	New Bedford	At sea	Standard Oil Co.
David L. Costello	Milton	S. S. Gen. Sherman	Isthmian Line
Cutler C. Crowell	Wellesley	At sea	
Edwin B. Dexter	Roslindale		
James A. Donnelly	South Boston		
Chester A. Dow, Jr.	Malden	S. S. West Selene	Amerian Republics Line
John R. Edmands	Cambridge	At sea	American Hawaiian Line
John A. Elder	Waverly	S. S. West Selene	American Republics Line
Arthur G. Ellis, Jr.	Methuen	S. S. Scanpenn	Scantic Line
Roland H. Estey, Jr.	Reading	T. E. S. Platano	United Fruit Co.
Robert W. Fielden	Andover	S. S. Steel Inventor	Isthmian Line
Robert G. Fraser	Wollaston	S. S. Black Hawk	Black Diamond Line
Raymond M. Gallison	Haverhill	At sea	Standard Oil Co. of N.Y.
John S. Gietek	Westfield	S. S. Hagood	Cities Service Co.
Thomas H. Greany, Jr.	So. Swansea	At sea	Lykes Line
Gerald G. Greeley	Dorchester	S. S. Ulua	United Fruit Co.
George S. Guild	E. Milton	S. S. Memphis City	Isthmian Line
Robert W. Hallett	Braintree		
Holland M. Hathaway	Malden	S. S. Winding Gulf	Mystic S. S. Line
Louis S. Hathaway	Middleboro	S. S. City of Rayville	American Pioneer Line
Willis M. Hayden, Jr.	Quincy	S. S. Steel Age	Isthmian Line
Joseph Herlich	Lynn	S. S. Steelmaker	Isthmian Line
Anders S. Hiorth	Wollaston	S. S. Steel Age	Isthmian Line
Martin B. Hurwitch	Mattapan	S. S. Chinchua	Grace Line
George E. Iliffe	Cambridge	At sea	Matson Line
William T. Kennedy	Middleboro	S. S. Wallace A. Pratt	Standard Oil Co.
Ralph H. Knight	Gloucester	S. S. Sartartia	American Republics Co.
Fenton F. Korman, Jr.	Springfield	M. S. Ohio	Cities Service Co.
Clifton S. Kuechler	New Bedford	S. S. Algonquin	Standard Oil Co.
Benjamin Kuta	Easthampton	S. S. Memphis City	Isthmian Line
Karl J. Larsen	Somerville	At sea	Standard Oil Co.
Lawrence N. Larsen	Somerville		
Peter W. Larsen	Cambridge	S. S. Limon	United Fruit Co.
Charles J. Leary	Fall River		
Francis A. Litchfield	Malden	At sea	Baltimore Mail Line
N. Whitman Littlefield	Sharon	S. S. City of Rayville	American Pioneer Line
David W. Matheson	Quincy	S. S. Santa Luia	Grace Line
James F. Moore	Stoneham	S. S. Black Hawk	Black Diamond Line
James A. Mulcahey, Jr.	Westfield	Yacht Seyon	Private yacht
Carl J. Nath	South Boston	S. S. President Harding	United States Lines
Richard V. O'Neil	Brookline	S. S. Scanmail	Moore & McCormack Co.
Charles P. Paul	Lawrence	S. S. Tiger	Standard Oil Co. of N.Y.
William W. Perkins	Hingham	S. S. Sartartia	American Republics Line
Taber B. Perry	Pocasset	At sea	Isthmian Line
Paul W. Pitman	Saugus	At sea	United Fruit Co.
Melvin A. Rand	Orange	S. S. Wallace A. Pratt	Standard Oil Co.
Roy B. Reed, Jr.	Lynn	S. S. Coldbrook	American Republics Line
Edward T. Richmond	Springfield	S. S. Vincent	American France Line
Thomas W. Rolfe	Lunenburg	S. S. Boston	Eastern Steamship Lines
John P. Rose, Jr.	New Bedford	S. S. Wallace A. Pratt	Standard Oil Co.
Walter Rowlands, 2nd	Needham		
Leon A. Uzdevinis	Haverhill	S. S. Steel Trader	Isthmian Line
Charles S. Wayman, Jr.	Falmouth	Atlantis	Oceanographic Institute
Stanley B. Zylinsky	Methuen	S. S. Sartartia	American Republics Line

DETAILED REPORT ON THE PRACTICE CRUISE

The "Nantucket" sailed from the Navy Yard, Boston, at 3 P.M. on May 15, for Gloucester. Many relatives and friends of cadets were present to see the ship sail. Upon clearing North Channel, the ship was swung for compass deviation. After swinging ship, the "Nantucket" proceeded at reduced speed as far as Thatcher's Island, and then steamed back and forth between that point and Newcomb's Ledge, at about three miles off shore, until 5 A.M. May 16, when the course was set for Gloucester Harbor. The ship was brought to anchor in Western Harbor at 6.30 A.M. The new direction finder proved very satisfactory; distant stations were heard and showed a clear maximum.

U. S. S. "Nantucket"—Itinerary 1937

LEFT—	ARRIVED AT—
Boston, May 15	Gloucester, May 16
Gloucester, May 20	Washington, May 25
Washington, May 31	Norfolk, June 2
Norfolk, June 4	Ponta Delgada, Azores, June 18
Ponta Delgada, June 23	Southampton, England, July 2
Southampton, July 7	Amsterdam, Holland, July 9
Amsterdam, July 14	Rouen, France, July 16
Rouen, July 22	Funchal, Madeira, August 1
Funchal, August 14	Bermuda, August 31
Bermuda, September 3	New Bedford, September 7
New Bedford, September 10	Fall River, September 10
Fall River, September 13	Mattapoisett, September 13
Mattapoisett, September 20	Boston, September 21

Gloucester

The stay of the "Nantucket" at Gloucester was utilized to good advantage with sail drills and general drills. Pulling boats were used entirely except on the nineteenth when on account of rain, the motor launch was used. Boats were sent out daily under sail as weather permitted. Liberty was granted daily by watches from four to nine P.M. Many visitors came on board the "Nantucket" on Sunday afternoon. A cadet baseball team played the team of the local high school on Tuesday afternoon.

En Route to Washington

The "Nantucket" left Gloucester at 10 A.M. on May 20 for Washington, and at 12.30 P.M. met the U.S.S. "Wandank" four miles east of Boston lightship for calibration of the new direction finder. The radio engineer at the Navy Yard and assistant were taken on board for the work. The work being completed, the "Nantucket" proceeded for Washington. The first year cadets were vaccinated and were administered the first anti-typhoid inoculation. Pollock Rip light vessel was made at 12.25 A.M. on May 21. Vineyard Sound was cleared at 11.03 A.M., and the course was set for the Chesapeake. General drills were held on May 21, and a field day on the 22nd. Man overboard drills were held on both days. Inspection was held on the 22nd, and a church service was conducted by the Executive Officer. Chesapeake Bay was entered at 6 P.M. on the 23rd, and the ship continued up the Bay, entering the Potomac river at 2 A.M. on Monday, anchoring at Mount Vernon at 2.25 P.M. Cadets of the first class were allowed to visit the home of Washington. They were admitted without charge. The "Nantucket" got underway at 6 A.M., May 24, and proceeded to the Navy Yard, Washington. A Yard pilot came on board at the mouth of the Anacostia river, and the ship berthed at 7.45 A.M.

Washington, D. C.

The visit of the "Nantucket" to Washington was very satisfactory. The conduct of the cadets was excellent, and their good conduct, appearance, and bearing were favorably commented upon by many. Regular liberty was granted by watches from 1.30 to 10 P.M. Boat drills under oars and sail drills were each held on two days. Many courtesies were extended to the officers and cadets by the Massachusetts Schoolship Club of Washington, Capt. Howard G. Copeland, U.S.N.R., class of 1906 President. Seamanship cadets were taken through the Hydrographic Office of the Navy Department to witness chart making.

Washington to Norfolk, Virginia

The "Nantucket" sailed at 6 A.M. on May 31, under three boilers, being assisted from the dock by a Yard tug. On passing Mount Vernon, the usual ceremony was observed. May 31 was observed as a holiday. The "Nantucket" anchored for the night off the Wicomico river. The ship got underway at 6 A.M. on June 1 and after swinging for compass deviation, proceeded to the Naval Operating Base, Norfolk, arriving at 1.45 P.M.

Norfolk, Virginia

The "Nantucket" was conveniently berthed in the submarine basin at the Naval Operating Base. The U.S.S. "New York" just returned from the British coronation was berthed across the dock. Boat crews were exercised under oars on the 2nd. The ship was coaled on the 3rd, taking on board 134 long tons.

Norfolk to Ponta Delgada, Azores

The "Nantucket" sailed at 11.30 A.M. on June 4, and cleared Chesapeake lightship at 5.15 P.M. Routine drills and studies were carried out. The generally fine weather prevailing and the fact that vaccinations and anti-typhoid inoculations were completed early in the cruise tended to make this leg of the cruise particularly satisfactory. Church services were held on Sundays by the Executive Officer. Numerous steamers were sighted during the passage. Sailing was had on the 5th, but the wind died down after about six hours. It came favorable again on June 9, and the ship was then under sail for two days. From noon on the 9th to noon on the 10th (23 hours), 176 miles were made good. The wind came from the northeast on the 14th and on the 15th, in order to delay arrival at port, the ship was again put under sail. While sixty-two miles were made in eleven hours, not much distance was made along the course. At daylight on the 17th, the island of Fayal was sighted, and the ship passed to the southward of Pico at a distance of 17 miles. Lifeboat drills were held on June 4, 7, 8, 11, 14 and 17. Cape Ferraria on the west end of San Miguel Island was sighted at 3 A.M. on June 18 and the "Nantucket" anchored in the harbor of Ponta Delgada at 9.10 A.M.

Ponta Delgada, Azores

At Ponta Delgada sail and boat drills were conducted in the mornings and the usual watch liberty was granted in the afternoons. Pulling boats were used entirely. The motor boat was hoisted out one day for training of crew. A cadet basketball team played a local team and won a well contested game by a score of 18 to 16. The ship was coaled on the day of sailing, taking sixty tons of Welsh coal. The ship sailed from Ponta Delgada on June 23 and proceeded on the passage to Southampton.

Ponta Delgada to Southampton, England

Generally good weather was had to the Channel, with little chance for sailing. The wind finally came favorable on the morning of June 28, and at 6.30 A.M., the ship was put under sail and continued until 6 P.M. on July 1, at which time, the ship was eastward of Start Point. Routine drills and studies were held. A lifeboat drill was held on June 24 as follows: boat in water zero minutes, forty seconds; buoy picked up two minutes fifty-five seconds; boat hoisted seven minutes fifty seconds. It was expected to make land fall at Start Point, but it was not sighted due to the low visibility although only ten miles distant. The position of the ship was readily checked with radio direction finder and fathometer. Nab lighthouse was located by radio beacon and made dead ahead, although St. Catherine's Head was neither seen nor heard. The sea pilot was picked up near the Nab, and the dock pilot came on board near the city. The "Nantucket" docked at 12.25 A.M. at the new quay of the port by courtesy of the Southern Railway. The steamship "Manhattan" lay at a quay further up the stream.

Southampton

The courtesy of free tram transportation, access to the public museums, and to the municipal baths, was extended to the cadets. Twenty cadets were given special leave to visit relatives and friends at the request of parents. Two parties of cadets visited London. On July 5, the ship was dressed and holiday routine was observed.

Southampton to Amsterdam, Holland

On the passage to Amsterdam, much traffic was encountered, and particularly when passing through the Strait of Dover. Favorable current was carried from the Solent to beyond Dover and considerably more speed was made than anticipated. The ship was put under sail and so continued for twelve hours. The ship arrived off Yumiden at about 2 A.M., took the pilot on board at 5.15 A.M., and entered the ship canal shortly after 6 A.M. The ship berthed at the Holland-American pier at 8.54 A.M.

Amsterdam

Regular watch liberty was granted to cadets and a program of sight-seeing was arranged for them. Groups were guided to the points of interest by cadets from the Amsterdam Nautical School. The Nautical School was closed for vacation and was undergoing repairs so that it could not be visited. The courtesy of free tram transportation was extended to the cadets, also all cadets were taken by tug to see the harbor by courtesy of the Harbor Master. A baseball game was played between the cadet team, and a local team, resulting in a tie score of 3 to 3. Transportation to and from the ball park, which was a considerable distance from the ship, was furnished by courtesy of the Ford Motor Company, which has a large assembly plant in Amsterdam. Two gentlemen constituting a committee of a society interested in starting a nautical schoolship for training in sail for the Merchant Marine, called on board the ship.

Amsterdam to Rouen, France

Regular drill and study schedule was carried out on the 14th and 15th except that the lower classes were engaged in cleaning and ship's work. The weather throughout was misty and at times foggy. Visibility was generally low. It was planned to arrive at the mouth of the Seine by 11 P.M. on the 16th and immediately proceed up the river, but a southwest gale came up in the evening making that impossible. During the night the weather moderated, and the ship proceeded to the Roads, arriving at the entrance buoy at 7 A.M., July 16. It was necessary to lie to until the tide was favorable for crossing the bar. The pilot came on board at 1.56 P.M., and the ship then proceeded up the river arriving at Rouen at 9.30 P.M.

Rouen

The cadets were granted 48 hours liberty by watches to visit Paris, where they had an opportunity to visit the International Exposition. The ship was berthed as four years ago along the quay, the main thoroughfare of the city.

Rouen to Funchal, Madeira

It was purposed to depart from Rouen at 2.30 P.M. on the 22nd, but when trying out the engine at 2 P.M., the main engine high pressure cylinder gasket blew out. This was repacked and the ship departed at 3.30 P.M. Two tugs were required for undocking. The barometer was low and there was a strong S.W. wind. Though under three boilers, it was midnight before the pilot was dropped. Crossing the Channel towards Start Point, strong S.W. winds, almost attaining gale strength, were encountered. As fore and aft sail could be carried however, fair progress was made. When the wind began to haul to the northward a course down Channel could be set. The wind moderated during the night. In the morning of July 24 radio greetings were exchanged with the "Empire State", then off Start Point and en route from St. Thomas to Amsterdam. That evening,

the wind coming fair, the ship was put under sail. Departure was taken on Ushant Light near midnight, which we passed at 18 miles distance. The wind only held until the following night, when the ship went back to steam. Sailing was had again on the 29th, but only for a few hours. Light squalls and showers were had almost daily. A light wind, too light for sailing, came out from the northward on approaching Madeira. As it appeared that the ship would arrive off Funchal at about midnight on July 31, speed was reduced with a view of arriving in the early morning of August 1, but we had considerable southerly set, and Porto Santo island was sighted at 7.50 A.M. of the 31st and the ship arrived off Funchal at 12.27 A.M. of the 1st, anchoring at 6.17 A.M.

In the early afternoon of the 28th the forepart of the foretopmast trestletrees carrying the fid of the topgallant mast let go. Fortunately the broken parts jammed in the eyes of the topmast rigging, preventing the topgallant mast from coming down. Lashings were soon put on the topgallant mast, then the yard was sent down, after which the mast was sent down. No sail was set at the time of this casualty. The ship was rolling about 20°. The repairs necessitated a delay of a few days in Funchal.

Funchal, Madeira

Regular watch liberty was granted to cadets. Swimming was had over the side generally twice daily, and some exercise of boats under sail was had. It was intended to sail on August 9, but on that day, a number of cases of gastro-enteritis appeared and departure was postponed until August 14. The Polish Naval Training Ship "Iskra" arrived at Funchal on the 11th.

Funchal to St. Georges, Bermuda

The "Nantucket" got underway and proceeded under two boilers on the homeward bound voyage from Funchal at 4 P.M. on August 14. Upon leaving port, signals were exchanged with the Polish Training Ship "Iskra". A message of farewell was received from the Governor who was at the time on board the "Iskra". The homeward pennant was hoisted. In the early morning of the next day, the 15th, the ship was put under sail. The wind died out in the evening of the 17th and the ship was again under steam. Sail was again made on the morning of the 19th and continued to the afternoon of the 25th. From that time until the morning of the 30th, almost flat calms, with occasional rain squalls, were experienced. Final and term examinations were started on the 25th and scheduled for completion on the 31st. Physical examinations were held. On August 29 the Surgeon diagnosing the illness of a cadet in the second class as a case of appendicitis which needed hospitalization, a third boiler was at once ordered and the ship headed for Bermuda. The following morning no improvement was noted in the cadet's case, the fourth boiler was ordered in order to reach Bermuda as soon as possible. The "Nantucket" arrived at St. Georges at 4.03 P.M. on August 31. The cadet was immediately taken ashore to the King Edward Memorial Hospital where a successful operation was performed.

St. Georges, Bermuda

The Mayor of St. Georges on September 1 arranged for a cadet liberty party to visit the aquarium, furnishing a launch to tow the ship's cutters. Pulling boats were used entirely, the motor launch not being hoisted out. Swimming off the ship was had as practicable. It was very hot at St. Georges; the summer was said to be the hottest in thirty-six years.

St. Georges to New Bedford

The "Nantucket" left St. Georges at 4.27 P.M. on September 3 under two boilers for New Bedford. The passage was uneventful. A church service was held on Sunday, and Monday, September 6, was observed as a holiday. The "Nantucket" arrived at New Bedford and moored at the State Pier at 10.49 A.M. on September 7.

New Bedford

The State Pier furnished a very convenient berth for the "Nantucket", the ship being permitted to berth at the Pier through the courtesy of Captain Llewellyn Roberts, a graduate of the school in the class of 1919. The ship was open to visitors afternoons and many took advantage of the opportunity.

Fall River

The "Nantucket" got underway at 5.33 A.M. on September 10, and proceeded under two boilers to Fall River. The passage was without incident. Fire drill was held en route. The ship anchored off the city pier, Fall River, at 12.52. Regular watch liberty was granted the cadets, that of September 10 and 11 being extended to 8 A.M. the following morning. Visitors were received on board the ship in the afternoons. The ship left Fall River on September 13 and arrived at Mattapoisett on the same day.

The ship left Mattapoisett on September 20 and arrived in Boston on September 21.

The offer of Captain Roberts, who courteously offered to pilot the ship through the Cape Cod Canal, was accepted.

Cruise Mileage

	Days	Hours	Minutes	Miles
Steam	33	05	42	5,503
Sail	15	21	08	2,231
Steam and sail	15	13	38	2,690
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Total at sea	64	16	28	10,424
In port	64	04	22	
Total for voyage	128	20	50	

Coal Report

The following is a report of coal consumption for the cruise of 1937:

On hand and received	737 tons
Expended	717 tons
Remaining, September 21	20 tons

Items

Moving ship	456 tons
Auxiliaries and lighting	205 tons
Distilling	50 tons
Galley	6 tons
Total expended	717 tons

THE SCHOOL RECORD

During the year there have been 180 students on the rolls of the school. They came from 85 cities and towns of the Commonwealth as follows:

Andover	1	Lawrence	1	Reading	1
Arlington	1	Leominster	1	Rockport	1
Athol	1	Lexington	1	Salem	1
Attleboro	1	Lunenburg	1	Saugus	1
Barnstable	1	Lynn	2	Segreganset	1
Bedford	1	Malden	5	Sharon	1
Belmont	1	Marblehead	2	Somerville	6
Boston	21	Marlborough	2	So. Swansea	1
Braintree	2	Medford	4	Springfield	7
Bridgewater	1	Melrose	6	Stoneham	1
Brockton	1	Methuen	3	Stoughton	1
Brookline	1	Middleborough	2	Taunton	2
Cambridge	4	Milton	2	Uxbridge	1
Dalton	1	Needham	1	Waban	1
Dedham	1	Neponset	1	Wakefield	2
Easthampton	1	New Bedford	8	Walpole	1
Edgartown	1	Newton	3	Waltham	4
Everett	2	No. Abington	1	Waverly	1
Fall River	2	No. Andover	1	Wellesley	1
Falmouth	2	No. Dartmouth	1	Wenham	1
Framingham	1	No. Westport	1	Westfield	2
Gloucester	4	Norwood	2	Westwood	1
Greenwood	1	Orange	1	Weymouth	4
Hanover	1	Peabody	1	Winchendon	1
Haverhill	4	Pepperell	2	Winchester	1
Hingham	2	Pocasset	1	Winthrop	1
Housatonic	1	Quincy	6	Wollaston	6
Ipswich	1	Randolph	1	Worcester	3
Total					180

The previous education of these students was as follows: High schools, 159; technical schools, 9; academies, 7; colleges, 4; preparatory schools, 1. The average age of the cadets at entrance was 18 years, 8 months. The number of cadets enrolled in the school at present is 119.

CADET OFFICERS OF THE MASSACHUSETTS NAUTICAL SCHOOL
SUMMER TERM

Navigation

Roger H. Banner	Senior Cadet Officer
John R. Edmands	Junior Cadet Officer

Engineering

John S. Gietek	Senior Cadet Engineer Officer
Richard V O'Neil	Junior Cadet Engineer Officer

WINTER TERM, 1937-38

Navigation

Milton L. Austin	Senior Cadet Officer
Norman Howe, Jr.	Junior Cadet Officer

Engineering

Raymond V. Pierszalowski	Senior Cadet Engineer Officer
Floyd E. Gray	Junior Cadet Engineer Officer

LECTURES: WINTER TERM, 1936-37

1936

- Oct. 30. Capt. Clarence A. Abele, U.S.N., Superintendent of the School. Subject: "On Getting Along."
 Nov. 6. General Electric Company. Pictures (Electrical subjects.)
 Nov. 13. Mr. Horace Taylor. Subject: "Astronomy."
 Nov. 20. Mr. Columbus Iselin. Subject: "Oceanography."
 Dec. 4. General Electric Company. Pictures (Electrical subjects.)
 Dec. 11. Dr. Charles E. Park. Subject: "Clipper Ships."
 Dec. 18. Prof. Eldon R. James. Subject: "Marine Law."

1937

- Jan. 8. General Electrical Company. Pictures (Electrical subjects.)
 Jan. 15. Mr. Robert M. Gray, Executive Officer of the School. Subject: "Painting."
 Jan. 22. Mr. Philip J. Fanning. Subject: "Cargo, Stowage and Care."
 Jan. 29. Mr. G. Harold Noyes. Subject: "Weather Charts and Forecasting."
 Feb. 5. General Electric Company. Pictures (Electrical subjects.)
 Feb. 12. Mr. Ervin L. Kelley, Chief Engineer of the School. Subject: "Moulding."
 Feb. 19. Capt. Charles M. Lyons. Subject: "Cases under 'The Rules'."
 Feb. 20. Mr. Robert M. Gray. Travel slides.
 Feb. 21. Entertainment. Sound pictures.
 Feb. 26. The Texas Company, Mr. C. H. Rich, Jr. Subject: "Marine Lubrication."
 Mar. 5. Mr. Frank E. McLean. Subject: "Inspection Cases."

OFFICERS AND INSTRUCTORS

Clarence A. Abele, Captain, U.S.N. (retired), Superintendent.
 Robert M. Gray, Lieutenant, U.S.N.R. (graduate M.N.S.), Executive Officer.
 John W. Thompson, (graduate M.N.S.), Navigator.
 Richard T. Rounds, (graduate M.N.S.), Watch Officer.
 Louis A. Woodland, (graduate M.N.S.), Watch Officer.
 Ervin L. Kelley, Lieut.-Comdr., U.S.N.R. (graduate M.N.S.), Chief Marine Engineer.
 Norman L. Queen, Lieutenant, j.g., U.S.N.R. (graduate M.N.S.), Assistant Marine Engineer.
 John E. Wright, Instructor in Mathematics.
 Charles M. Taylor, Instructor in Mechanical Drawing.
 Alexander D. Langmuir, M.D., Surgeon, Summer Term.
 Ashton Graybiel, M.D., Surgeon, Winter Term.
 Charles Parker, Paymaster.

GRADUATION EXERCISES

The eighty-fifth graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, April 6, 1937, at 11 A.M. The program was as follows:

Prayer: Capt. Thomas B. Thompson, (Ch.C.), U.S.N., Navy Yard, Charlestown.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Lieut. Comdr. Walter K. Queen, Commissioner, Massachusetts Nautical School.

Address: Adjutant General Charles H. Cole.

Address: Mr. John J. Halloran, Manager, American Republics Line.

Address: Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. Charles H. Hurley, to Francis A. Litchfield, of Malden.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Theodore L. Storer, Commissioner of the School to Francis A. Litchfield of Malden, Seamanship Class; Cutler C. Crowell of Wellesley, Engineering Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have characterized the Navy and Merchant Marine of the United States. Presented by Col. Frederic Gilbert Bauer, President of the Society, to Edward T. Richmond of Springfield.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Henry Anthony Fiske, President, to Stanley B. Zylynsky of Methuen.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest final average. Presented by Mr. Dimick, to Willis M. Hayden, Jr., of Quincy.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson.

Presentation of Diplomas: Mr. Patrick T. Sullivan, Deputy Commissioner, Massachusetts Department of Education.

The eighty-sixth graduation exercises were held on September 28, 1937, at 11 A.M.

Prayer: Capt. Thomas B. Thompson, (Ch.C.), U.S.N., Navy Yard, Charlestown.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Mr. Theodore L. Storer, Commissioner of the Massachusetts Nautical School.

Address: Hon. John F. Fitzgerald, Member of the Boston Port Authority.

Address: Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District.

Prize awarded by the late Irving L. Wood to the graduate having the highest marks in Seamanship and Navigation for the year. Presented by Mr. Theodore L. Storer, Commissioner of the School, to Willis M. Hayden, Jr., of Quincy.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. Charles H. Hurley, class of 1915, to Roger H. Banner, of Segreganset.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to Thomas H. Greany, Jr., of South Swansea, Seamanship Class; Roland H. Estey, Jr., of Reading, Engineering Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Lieut. Col. Walter Merriam Pratt, First Vice-President of the Society, to John A. Elder, of Waverly.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Milburn Edgar Yeager, President of the Society, to John S. Gietek, of Westfield.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest final average. Presented by Mr. Dimick, to Roger H. Banner, of Segreganset.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson.

Address and Presentation of Diplomas: His Excellency Charles F. Hurley, Governor of Massachusetts.

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED,
FROM 1893 TO 1937, INCLUSIVE

	Ad- mitted	Graduated			Honor- ably dis- charged	With- drawn, dis- missed, dropped	Number connected with the school
		Sea- manship Class	Engineer Class	Totals			
1893	141	—	—	—	29	24	138
1894	63	—	—	—	43	18	156
1895	71	19	19	38	12	6	156
1896	74	20	17	37	31	17	174
1897	73	20	21	41	20	9	165
1898	99	15	25	40	26	23	194
1899	79	11	12	23	41	11	184
1900	78	14	36	50	21	14	186
1901	71	11	18	29	20	16	172
1902	90	16	22	38	34	13	197
1903	66	17	14	31	25	17	178
1904	60	16	29	45	17	31	165
1905	65	10	10	20	9	13	137
1906	50	16	19	35	18	19	145
1907	60	10	15	25	17	26	138
1908	45	8	10	18	9	9	110
1909	81	14	22	36	7	16	156
1910	54	6	16	22	16	15	151
1911	69	20	23	43	7	18	168
1912	57	17	16	33	14	15	157
1913	79	21	19	40	20	8	174
1914	65	20	16	36	22	7	171
1915	70	26	19	45	18	11	176
1916	73	23	15	38	36	3	175
1917	69	26	11	37	16	3	167
1918	66	31	17	48	10	4	178
1919	77	37	18	55	17	5	193
1920	70	35	15	50	13	9	186
1921	70	35	17	52	9	9	184
1922	74	29	21	50	19	9	188
1923	77	27	16	43	16	16	187
1924	76	23	21	44	13	16	188
1925	73	26	22	48	18	8	188
1926	80	19	22	41	22	21	194
1927	75	27	17	44	20	4	185
1928	69	27	20	47	15	7	187
1929	71	23	29	52	12	7	189
1930	62	33	19	52	8	3	180
1931	74	38	19	57	6	9	191
1932	50	23	22	45	2	3	169
1933	65	40	30	70	5	1	184
1934	55	20	20	40	4	1	163
1935	68	40	22	62	7	2	186
1936	58	26	19	45	4	4	172
1937	61	36	24	60	1	—	180
Total	3,173	971	834	1,805	749	500	

MEMBERSHIP OF THE SCHOOL
GRADUATING CLASS, APRIL, 1937

Seamanship Division

<i>Name</i>	<i>Residence</i>
*Hayden, Willis M., Jr.	Quincy
*Mulcahey, James A., Jr.	Westfield
*Matheson, David W.	Quincy
Litchfield, Francis A.	Malden
*Littlefield, Nathan W.	Sharon
*Reed, Roy B., Jr.	Lynn
*Perkins, William W.	Hingham
Guild, George S.	E. Milton
Dexter, Edwin B.	Roslindale
*Rowlands, Walter, 2nd	Needham
Fielden, Robert W.	Andover
Beatteay, Walter E.	Lexington
Hathaway, Louis S.	Middleboro'
Larsen, Peter W.	Cambridge
Kuta, Benjamin	Easthampton
Costello, David L.	Milton
Larsen, Karl J.	Somerville
Hiorth, Anders S.	Wollaston
Iliffe, George E.	Cambridge
Gallison, Raymond M.	Haverhill

Engineering Class

*Richmond, Edward T.	Springfield
*Zylinsky, Stanley B.	Methuen
Ellis, Arthur G., Jr.	Methuen
Rolfe, Thomas W.	Stoneham
Greeley, Gerald G.	Dorchester
Hurwitch, Martin B.	Mattapan
Uzdavinis, Leon A.	Haverhill
Knight, Ralph H.	Gloucester
Carlson, Gustav B.	Newton Center
Korman, Fenton F., Jr.	Springfield
Crowell, Cutler C.	Wellesley
Paul, Charles	Lawrence
Leary, Charles J.	Fall River

GRADUATING CLASS, SEPTEMBER, 1937

Seamanship Division

*Banner, Roger H.	Segreganset
*Herlich, Joseph	Lynn
Bowden, Frederick W.	New Bedford
*Clayton, John	New Bedford
*Rose, John P., Jr.	New Bedford
Perry, Taber B.	Pocasset
Edmands, John R.	Cambridge
Moore, James F.	Stoneham
Hathaway, Holland M.	Malden
Cain, John R.	Quincy

(*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar)

Rand, Melvin A.	Orange
Fraser, Robert G.	Wollaston
Kennedy, William T.	Middleborough
Greany, Thomas H., Jr.	S. Swansea
Nath, Carl J.	South Boston
Wayman, Charles S., Jr.	Falmouth

Engineering Division

*Gietek, John S.	Westfield
Elder, John A.	Waverly
O'Neil, Richard V.	Brookline
Kuechler, Clifton S.	New Bedford
Dow, Chester A., Jr.	Malden
Pitman, Paul W.	Saugus
Arrigo, Philip M., Jr.	East Boston
Estey, Roland H., Jr.	Reading
Donnelly, James A.	South Boston
Larsen, Lawrence N.	Somerville
Hallett, Robert W.	Braintree

CLASS TO GRADUATE, MARCH, 1938

Seamanship Division

*Cook, George C.	Quincy
*Duffee, Paul F.	Neponset
*Edwards, David L.	Brighton
Howe, Norman, Jr.	Dalton
Veeder, Richard W.	Gloucester
Garland, Nelson F.	Bedford
Austin, Milton L.	Attleboro
Murphy, Francis J.	Medford
Ford, Francis J., Jr.	Worcester
Achimore, A. Paul	Medford
Grime, Frank, Jr.	New Bedford
Johnson, Johannes A.	Norwood
Donohue, Leo F.	Malden
Moore, Albert F., Jr.	Melrose
Cookson, William	West Newton
Ormsby, Albert R.	Worcester
Deacon, Archie K.	Gloucester
Full, William A.	Marblehead

Engineering Division

*Smith, Kenneth G.	Springfield
*Pierszalowski, Raymond V.	Athol
Berwick, Thorndike J.	Methuen
Gray, Floyd E.	Rockport
Johnson, C. H. Chester	Norwood
Cass, Herman J., Jr.	No. Andover
Crown, Roger A.	Wollaston
Slayton, Wendell D.	Waltham
Kaufman, Leon F.	Roxbury
Bienia, John P.	New Bedford
Lingham, Theodore T.	So. Braintree
Neill, John R. J.	Springfield
Arnold, William B., 2nd	No. Abington
McLean, Phillips B.	Bridgewater

(*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar)

CLASS TO GRADUATE, SEPTEMBER, 1938

Seamanship Division

*Lancaster, John H.	Brockton
*McKenna, John P.	Dorchester
Scott, Ian R.	Medford
Ceppi, William J.	Dorchester
*Gilman, Roger B.	New Bedford
*Tobey, Robert D.	Gloucester
Albatys, Edward J.	Housatonic
Cooper, Ralph H.	Watertown
McLeod, Douglas S.	Springfield
Luken, Roy E., Jr.	Wakefield
Hutchinson, Norman R.	Salem
Macomber, Robert H.	Boston
Millar, Harold F.	Wakefield
Nolan, Joseph W.	Arlington
DeMontier, Leon R.	Melrose
Slavin, Philip M.	Winchendon
Morris, Van H.	Melrose
Howe, E. Hibbard	Quincy

Engineering Division

Borden, Edwin S.	No. Westport
Trowt, George B.	Wenham
DuMoulin, John L.	Dorchester
Bent, Wendell E.	So. Peabody
Marzullo, John S.	Everett
Mortimer, Ernest W., Jr.	Egdartown
Studley, Liba L.	Hingham Center

CLASS TO GRADUATE, MARCH, 1939

Allen, Donald G.	Wollaston
Bamford, Robert C.	Ipswich
Hayward, Loring F.	Taunton
Brown, Norman M.	Taunton
Smith, Robert H.	Wollaston
Bergenheim, Harold B.	Dorchester
Hall, Robert E.	Somerville
Watts, Bernard A.	Malden
Steward, Roger A.	Winthrop
Sheehan, William F., Jr.	Winchester
Hallbourg, Walter T.	East Pepperell
Walukiewicz, Joseph R. (Volick)	Cambridge
Vigue, George D.	Framingham
Howe, Frank C., Jr.	Wollaston
Shaw, Milton H.	New Bedford
Shea, Bernard M.	Dorchester
Wheble, Edwin R.	Quincy
Burke, Thomas E.	Allston
Romanos, Arthur R.	Fall River
Alther, George W., Jr.	Melrose
Wayman, Richard P.	Falmouth
Tibbetts, Alden M.	Melrose
Hennigan, Timothy J., Jr.	Somerville
Johnson, Freeman K.	Waltham
Judge, William E., Jr.	West Roxbury

(*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar)

Laforet, Louis F.	Waltham
Geehan, James J., Jr.	Marlboro
Barry, Edwin F.	Everett
Gilmartin, Francis D.	Walpole
Johnson, Ralph F.	Somerville
Champagne, Joseph R.	Haverhill
Bell, Charles W.	Waltham
Carleton, William H.	Hanover

CLASS TO GRADUATE, SEPTEMBER 1939
(Alphabetically arranged)

Blaher, Lawrence J.	Hyde Park
Boland, Kells M.	Melrose
Bosché, Frank N.	East Weymouth
Brown, Earl S.	Marlboro
Burkett, Leon A., Jr.	Stoughton
Chace, Robert M.	No. Dartmouth
Danielson, Bert	Watertown
Eldridge, Kenneth	Marblehead
George, Harold F.	W. Barnstable
Gilleland, John E., Jr.	Medford
Greene, Paul	Dorchester
Harrington, George E.	Haverhill
Hodges, Sidney B.	Dedham
Houghton, George A.	E. Pepperell
Lazott, Harlow A.	Worcester
Lodigiani, Edward C.	Springfield
Mason, Wallace R.	Leominster
Montgomery, William A.	Belmont
MacGregor, Robert O.	Roslindale
McCabe, Hugh T.	Somerville
Person, Kurt G. R.	Worcester
Redmayne, Richard B.	Norwood
Schortmann, Walter E.	Springfield
Schroeder, William H. E.	Newton
Stetson, Harold B.	Waban
Wade, John M., Jr.	Randolph
Wilder, Albert L.	No. Weymouth
Wilder, Arthur T.	No. Weymouth
Wyman, Arthur R.	Uxbridge

APPROPRIATIONS

The appropriations for the school for the fiscal year 1937, from December 1, 1936, to November 30, 1937, are accounted for as follows:

Expense of Schoolship	Appropriations	Expenditures
Personal Services	\$45,600.00	\$46,985.06
Travel, transportation and office expenses	900.00	937.23
Food	23,600.00	24,265.03
Furnishings and household supplies	1,000.00	744.43
Medical and general care	1,450.00	1,776.76
Heat, light, power, etc.	8,000.00	8,146.06
Repairs, ordinary	2,100.00	1,420.77
Repairs and renewals	2,200.00	
Miscellaneous	6,500.00	5,861.18
Brought forward from 1936 appropriation70	
	<u>\$91,350.70</u>	<u>\$90,136.52</u>
Unexpended balance		1,214.18
	<u>\$91,350.70</u>	<u>\$91,350.70</u>
Expense of Commission		
Office supplies and equipment	\$220.00	\$166.08
Traveling and other services and expenses	1,960.00	1,792.32
	<u>\$2,180.00</u>	<u>\$1,958.40</u>
Unexpended balance		221.60
	<u>\$2,180.00</u>	<u>\$2,180.00</u>
Personal Services		
Commissioners' office	<u>\$4,959.00</u>	<u>\$4,959.00</u>
Income		
Received from Navy Department	\$25,000.00	
Received from tuition and other fees	11,805.18	
Other Income	150.00	
	<u>\$36,955.18</u>	

Financial Statement Verified.

Approved: GEO. E. MURPHY,
Comptroller.

Respectfully submitted,

CLARENCE E. PERKINS, *Chairman*
THEODORE L. STORER
WALTER K. QUEEN

Commissioners.

